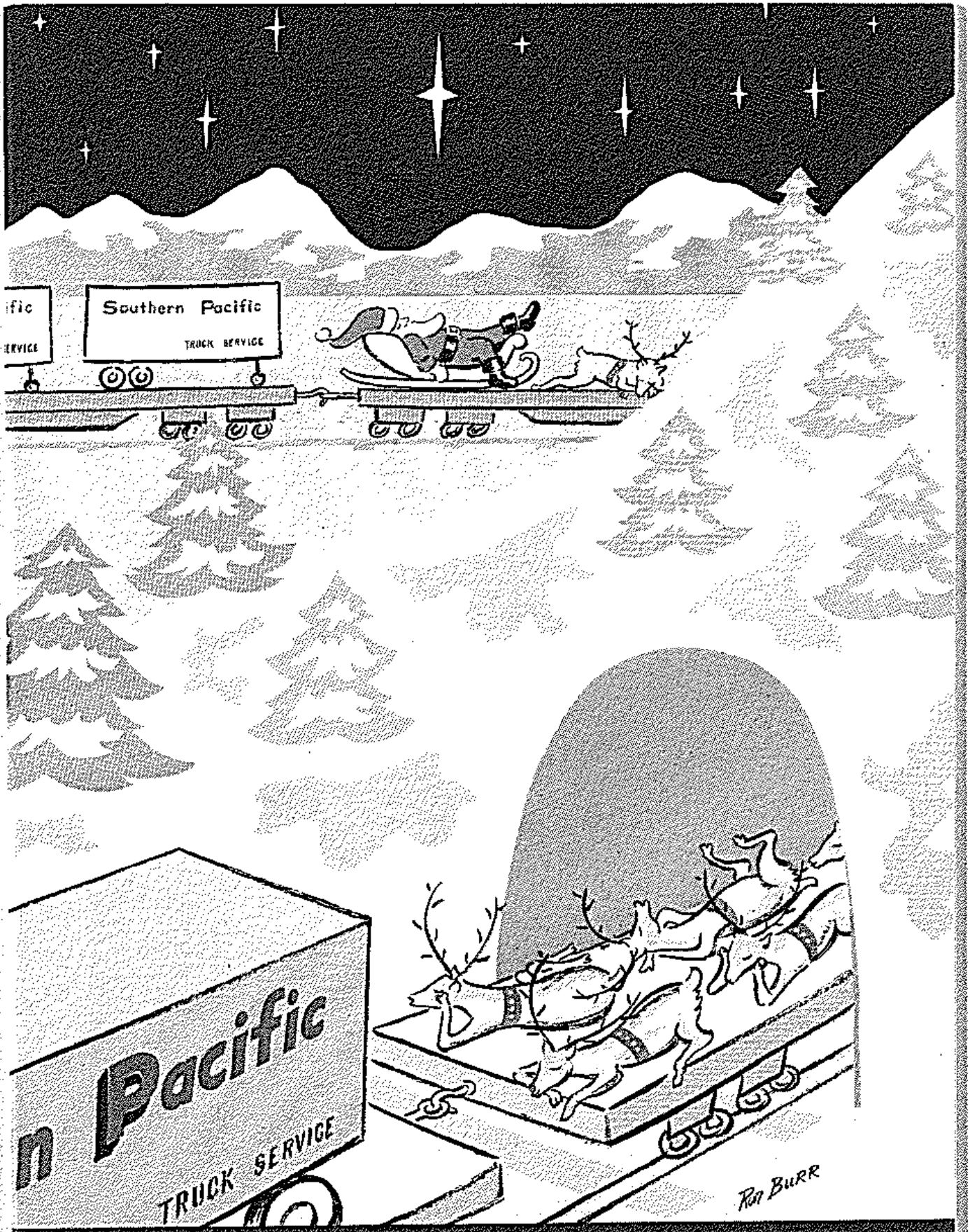
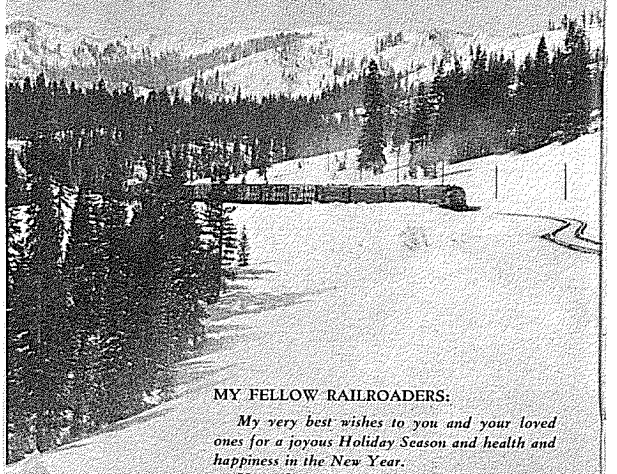


DECEMBER 1961

Southern Pacific Bulletin

Season's Greetings

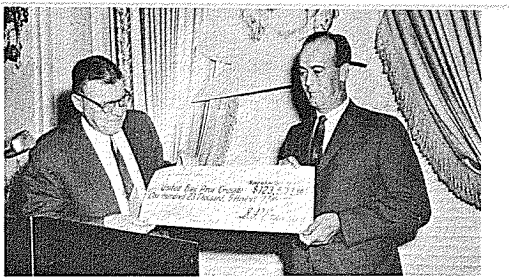


MY FELLOW RAILROADERS:

My very best wishes to you and your loved ones for a joyous Holiday Season and health and happiness in the New Year.

Your fine spirit of cooperation continues to mean much to the success of our Company, and you have my sincere appreciation for your great help.

D. J. RUSSELL



A BIG CHECK — Lyall Turnbull, right, fund drive campaign chairman of the General Office, presents a donation of $123,577.46 on behalf of Southern Pacific and its employes to George M. Dean, chairman of the Major Firms Division of the United Bay Area Crusade. The ceremony took place at a "Victory Luncheon" honoring drive chairmen, team captains, and solicitors on November 15 at the Fairmont Hotel in San Francisco.

SP United Fund Campaigns Go Over the Top Again

Again this year, men and women of Southern Pacific are contributing generously to united fund drives in their communities, according to Lyall Turnbull, passenger agent, San Francisco, who is serving as the General Office United Crusade campaign chairman, and as co-ordinator for SP drives throughout the system.

Turnbull reports that individual contributions this year may exceed those of last year.

For example, employes of the General Office gave $60,504—which was 112.3% of their quota. The average contribution per person was $21.72, as compared to the average of $18.73 last year.

Broken down, (odd cents not included), General Office contributions were as follows: Executive $6,986; Accounting, $13,198; Operating $16,734; Freight Traffic $7,722; Passenger Traffic-Public Relations $4,747; Law $5,214; Treasury $1,657; Purchases & Stores $2,516; Real Estate $810; Land $917.

Other final results reported are: Coast Division $7,546; Northwestern Pacific $861; SP Hospital $2,510; Pacific Motor Trucking Company (Bay Area) $7,365.

Other late figures—some not final—received at this writing include: Western Division, $20,326; Tucson $13,762; Portland, $7,651; El Paso, $15,435; Ogden and Weber County, $7,690; Reno-Sparks area, $3,080 and Watsonville, Monterey, Salinas, Santa Cruz area, $2,204; PMT, southern California, $12,225.

Cars by the Trainload Handled at Taylor Yard

Nearly six thousand freight cars sorted and sent on their separate ways . . .

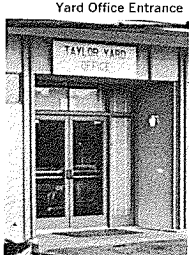
2400 cars over the hump . . .
38 outbound freight trains made up . . .
38 inbound freights broken up and re-classified . . .
8 passenger trains in and out . . .
Two dozen bad-order cars repaired within a few hours . . .
11,400 gallons of fuel poured into diesel tanks . . .
17 tons of sand dumped into locomotive boxes . . .
and a complete report of everything that's happened.

Take any 24-hour day, and you've just read what happened during that period at Taylor Yard in Los Angeles. It's only part of the story, too; the other part deals with the close and cheerful teamwork, "spirit", and just plain hustle shown by the 1200 men and women who keep Taylor operating full-tilt around the clock.



Wade Morris
Terminal Superintendent

Yard Office Entrance



Constricted by the massive cement Los Angeles River Channel on one hand and by ever-busy San Fernando Road on the other, crisscrossed and bordered by dozens of city streets and freeways, struggling against its own cramped geography in a valiant effort to operate efficiently, Taylor Yard somehow manages to handle more cars, break up and make up more freight trains, service more industries, use more materials and employ more people than nearly any other railroad yard in the world.

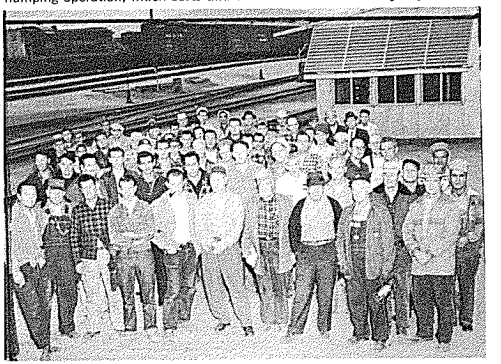
Nobody has ever calculated just how many freight cars Taylor Yard can hold. But A yard—for incoming traffic—can handle 2144 cars on 25 tracks. B yard—the classifi-

(Continued on page 7)



IMPORTANT POINT in Taylor Yard office is the outbound desk. At this huge round "table", clerks make up conductors' car and tonnage reports, listing origin, destination, and weight of cars in trains headed out of yard. One copy of report remains in Yard office, providing record of car movements.

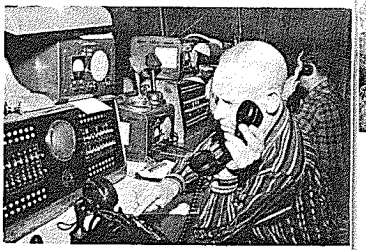
"A VITAL PART in our ability to move nearly 6000 cars a day in Taylor Yard" is what Trainmaster Bill Blevins calls this afternoon shift of C-Yard crews and clerks reporting for work at 3:59 p.m. C Yard is the heart of Taylor's busy humping operation, which sorts and classifies 2400 cars every day.



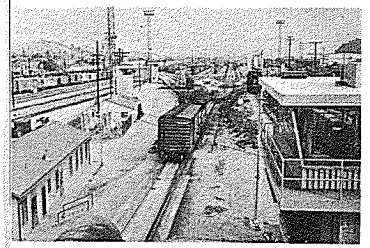
Taylor Yard . . .



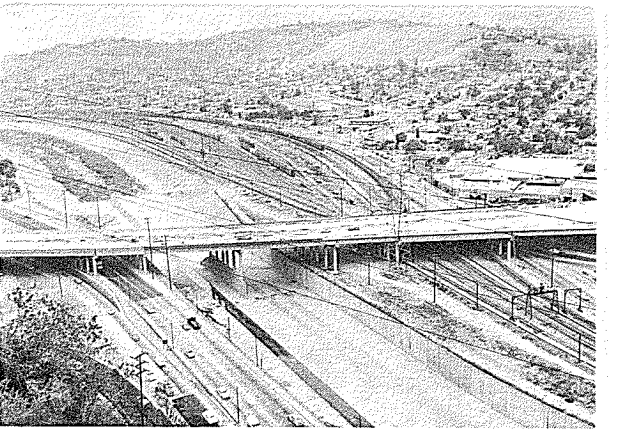
"PIGGYVILLE" is integral —and busy—part of Taylor Yard. Located near LA General Shops, it has twelve tracks, can handle more than 1200 trailers a day. All of Los Angeles piggyback traffic passes through this point.



WHEN THE SWITCHBOARD lights up, the phones start ringing and the loudspeakers all talk at once, Assistant General Yardmaster Reed Word admits C yard is busy. With him is Norman LaCarra (rear) desk yardmaster.



UNDER THE WATCHFUL eyes of Humpmaster E. F. Smith, cars roll gently into B yard, where they are classified, then taken to C yard, where outbound trains are made up. Cars for local industries and interchange with other railroads go into the Bull Ring. All arriving trains enter A yard where they are broken up and classified.



AERIAL VIEW of portion of Taylor Yard, located in the heart of Los Angeles.

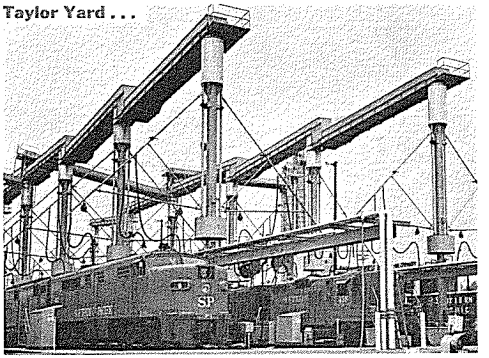
cation area — holds another 1257 cars on 40 tracks. And C yard, over the hump where outbound trains are made up — holds 1180. Then there's the Bull Ring, Links, and the Cornfield, which together can handle more than 2,000 cars in a pinch. In the middle of Los Angeles, Taylor Yard manages to squeeze more than 500 miles of track, vital not only to the 3,000 industries in the LA area, but to the whole Southwest as well.

With its vast trackage, Taylor encompasses many other activities essential to SP's operation.

A new $2.6 million dollar diesel facility which services the engines of five divisions is located just a few hundred yards from the main yard office. A little further on is the one-spot car repair shop. Several miles around the bend in the Los Angeles River, but still within the confines of Taylor Yard, is "Piggyville", where most of the Los Angeles piggyback traffic is handled. Also nearby are the many departments of the Los Angeles General Shops, as well as Los Angeles Union Passenger Terminal.

The physical vastness of Taylor is outweighed only by the sense of urgency that seems to crackle in the air — even though there's always time for a friendly wave and a word or two, the wave is quick and the words are short, because there's work to be done, and everybody knows it. *(Continued next page)*

Taylor Yard . . .

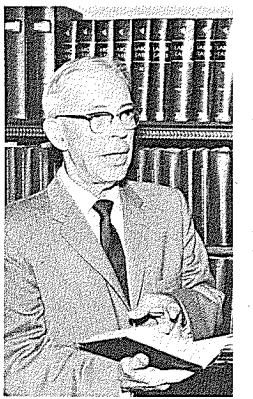


ONE OF SP'S LARGER diesels — an Alco 2000 hp. DP-6 — is dwarfed by 5-story-high sand and refueling towers at new diesel facility. Towers hold 4½ tons of dry sand, are replenished automatically, while diesel fuel is pumped from tanks a short distance away. Overhead hoses feed "raw" water for general purposes, soft water for steam boilers on passenger engines, and specially treated water for diesel cooling systems. Servicing facility has four tracks with 350-foot pits, providing space to handle 24 diesel units at once. Fifth track handles yard engines. Facility services units for Coast, San Joaquin, Los Angeles, Tucson and Rio Grande Divisions.



IN ONE-SPOT REPAIR SHOP, carmen replace coupler on bad-order box car while Master Car Repairer V. R. Stafford watches. The other men are (l. to r.): Joe Stiglich and Walter Paci. One-spot facility enables Mechanical Department forces to repair cars in transit with little delay. Shop can handle 12 cars at a time.

PFE Personnel Manager Fred L. Garrigues Retires; T. D. Walsh Named Successor



F. L. GARRIGUES

FRED L. GARRIGUES, manager of personnel for Pacific Fruit Express since 1946, retired November 30 to complete more than 47 years service in the railroad industry.

Timothy D. Walsh, assistant personnel manager since 1956, has been named to succeed him.

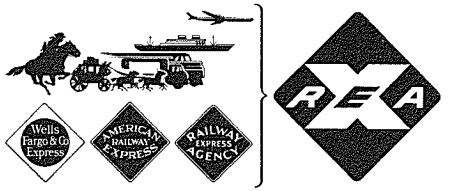
Garrigues began his long railroad career as secretary to the general superintendent of PE in Los Angeles in 1914. Three years later he became secretary to PE President Paul Shoup, and continued to serve in that position when Shoup was named vice president of SP.

In 1924, Garrigues was appointed chief clerk in the office of the PFE vice president and general manager. He was office manager of the PFE executive department from 1933 to 1945, when he was named assistant to the general manager.

Walsh has been with PFE since 1947. Prior to his appointment as assistant personnel manager in 1956, he had served in the Purchasing, Car and Traffic Departments of PFE.

T. D. WALSH





New Symbol For REA

A NEW symbol in the transportation industry—a large white "X" in a red diamond, with the letters R E A superimposed—has been introduced by R E A Express, President William B. Johnson has announced.

R E A Express was adopted in November 1960 as the new trade name for Railway Express Agency, Inc.

Replacing the red diamond carrying the words, "Railway Express Agency," the new service mark will be used nationwide and worldwide to denote R E A's coordinated domestic and international surface and air transportation services.

First application of the new symbol will be on the $9.5 million of new trucks, tractors, trailers and other equipment which R E A has ordered. As the company's terminals refrigerator rail cars and some 12,500 automotive units are scheduled for repainting, the new R E A diamond will replace the old one.

The diamond-shaped symbol, going back more than a century to its early use by Wells Fargo and other predecessor companies, first was adopted universally in 1918 when the seven major express companies were unified as American Railway Express Company. The diamond then was green with red and white lettering. In 1929, when the major railroads of the nation purchased the business and renamed it Railway Express Agency, Inc., the diamond color was changed to red with white lettering.

Atomic power may well be the next step in locomotive development, Curtis D. Buford, vice president, Association of American Railroads, told an AAR communications and signal section meeting recently.

Such power might be self-generated by the locomotive, he said, but more likely it would be produced in wayside plants and transmitted to locomotives by means of catenaries and standard electric power lines.

Warden's Heroic Action Prevents Possible Wreck

FAST and courageous action which narrowly averted a possible train wreck and heavy loss of life has won for Warden Jack Bedwell of the Department of Fish and Game a letter of commendation from J. H. Long, superintendent of the Los Angeles Division.

While on patrol in the Mecca Beach section of Salton Sea State Park one evening recently, Bedwell encountered an unidentified motorist who shouted that two boys had just placed some obstruction across the Southern Pacific main line tracks about a quarter of a mile back.

Bedwell looked north and saw the headlight of an SP Chicago-bound passenger train approaching at high speed. He made a fast turn to head west on Highway 111. At the approximate spot the motorist had indicated, he parked and made a fast sprint across some 75 yards of soft sand from the highway to the railroad tracks. He found the obstruction, a steel sign affixed to a six foot long piece of two-inch steel pipe, with a curved steel flange welded on the bottom and hooked over the rail so that it could not have been dislodged by the train.

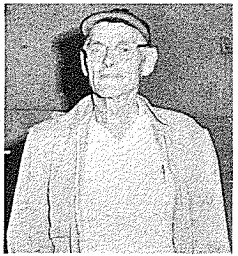
With the locomotive rapidly bearing down on him, Bedwell wrenched the steel pipe from the tracks and threw it—and himself—aside just two or three seconds before the train roared past.

Two small boys, aged 7 and 9, who had placed the pipe on the tracks, were found hiding under a highway culvert nearby and returned to their parents, who were camped on the beach about a half mile away.

In his letter to Bedwell, Superintendent Long stated in part: "Your analysis of the situation and appreciation of the imminent danger to life and property reflects most favorably on your individual courage as well as on the training received in your organization."

Armed with a shotgun, Harry Hanson, wire chief, Eugene, invaded Reno and came away with a well-padded billfold. No, he didn't hold up a casino—just won second prize in a trap-shooting tournament.

C. E. TYNER, locomotive engineer on the Western Division, retired recently after more than 48 years with the company.



Oregon Rail Fans Journey into Past

Half a century ago on November 11, the deer, bear, chipmunks and other denizens of Salmonberry Canyon scurried in fear to their lairs or nests, or peered curiously from the wild blackberry thickets at a huge, strange, and terrifying creature that had invaded their hitherto peaceful domain. The monster breathed fire, dragged a long tail, and crept sinuously along a trail that had been laid for it. It was the first Southern Pacific passenger train over the Tillamook Branch line in Western Oregon.

Last Spike Is Driven

The schedule had called for the trip to be made several days earlier, but there was some delay in completion of the Wolf Creek trestle, and the passenger train followed the driving of the last spike on this structure by only a few hours.

The 50th anniversary of this historic event was celebrated November 4 and 5 this year by operation of a nine-car excursion train sponsored by the Pacific Northwest Electric Railway Association, and assisted by the Tillamook County Chamber of Commerce, the Memorial Steam Excursion Association, and the Gold Coast Association. More than 400 enthusiastic rail fans made the two-day trip, some spending the night at Rockaway, others at Tillamook.

"Bull Boards" had been provided for the baggage car doors so camera bugs could get unobstructed shots of the spectacular scenery and gorgeous fall colors. Box lunches were provided on the going and return trips, and the group partook of a salmon dinner and cowboy breakfast at Tillamook.

It was an exciting event too for many of the children living in the coastal area, who had never before seen a passenger train. (Regular passenger train service on this branch was discontinued in 1933.)

H. C. CARMICHAEL, right, conductor on the Rio Grande Division, has retired after 41 years' service. Trainmaster G. N. Huey was on hand when H. C. turned in his rule book.



Smile, Chicken . . . You're on Television

J. R. Culberson, retired terminal trainmaster at Corsicana, Texas, has found a new use for old discarded television sets. He makes nests for his chickens.

Now, at the Hideawhile, the name he coined for his four-acre chicken farm, his egg customers are able to view "televised" poultry in a continuing series of live programs.

"Every biddie in my flock thinks she's a TV star," says Culberson, with a twinkle in his eye. "When a hen climbs in her set, she cackles louder than she did on just an ordinary nest."

Culberson, who had 48 years with SP before his retirement in 1959, also raises thoroughbred Scotch Collie puppies. He keeps at least three or four dogs on the farm to mind the chickens.

Television sets for chickens is not the first idea Culberson has "hatched". Some years ago he concocted an ingenious method for serving his customers when he wasn't around to take care of them in person.

With the aid of a discarded telephone booth, he arranged a self-serving system, simple in procedure. The customers pick out their own eggs and leave the money. A sign directs: EGGS 45 CENTS A DOZ. HELP YOURSELF AND LEAVE THE MONEY. CHANGE INSIDE. SHUT THE DOOR WHEN YOU LEAVE.

"I've never lost a dime," Culberson smiles. "Have trouble with folks who need to use a phone, though. They drive up and want to use my egg booth. Some of them are hard to convince it doesn't sport a phone."

How has television affected his egg production? Culberson refuses to be quoted positively. Instead, he comments:

"My egg production has always been good. I have 133 chickens, 103 Games and 30 White Leghorns. They're good chickens, but I've probably made hams out of my hens."

Retirement Tax Rates To go up on January 1

Increases in the tax and contribution rates under the Railroad Retirement and Railroad Unemployment Insurance Acts take effect as scheduled on January 1, 1962. The retirement tax rate increases to 7¼ percent, applicable to employers and employes alike, while the unemployment contribution rate is 4 percent, payable by employers only.

Both the tax and contribution rates continue to apply to employe earnings up to $400 a month, the taxable maximum in effect. The old retirement and unemployment rates were 6¾ percent and 3¾ percent respectively.

The scheduled increase in the retirement tax rate was provided by the 1959 amendments to the Railroad Retirement Tax Act. The new rate will remain in effect through December, 1964. Further increases will occur after that date, the exact extent of them being contingent on increases in the social security tax scale taking effect as scheduled.

The MacDonalds of San Francisco

Familiar Figures at SP Station

A love story that started in the early 30's with cream puffs snitched from the Ferry Building bakery in San Francisco is still going on at SP's Third Street station there.

A remarkable husband and wife team—known to their friends at the station as "Mrs. Mac" and "Mr. Mac"—are a couple deeply and honestly devoted in nearly equal parts to their SP jobs, to their family and home, and to each other.

Today, they have the unusual distinction of sharing the same position in the company — that of passenger director—and Mrs. Mac in addition claims the title of SP's only woman assistant stationmaster.

Mr. Mac—known formally as Roland MacDonald—handles the job of passenger director five days a week, and Mrs. Mac—Julia—when she's not wearing the hat of assistant stationmaster, takes care of her husband's job on his days off.

Their story begins back in 1934, when Julia worked in a bakery in the Ferry Building and Roland was relief passenger director in the stationmaster's office there.

"I could always tell who snitched the cream puffs," says Julia. "Roland usually had powdered sugar on his vest."

After what they fondly recall as a "Ferry Building romance," the young couple married in 1935.



"Let's be sure we have plenty of transportation available for people getting off The Lark. It's a rainy day and they'll need it." Hub of the MacDonalds' operations is the Information Booth on the platform at Third Street station.

They had tried to keep their courting a secret, because "gossip traveled around that building awfully fast." Just to be together they used to meet on the Key system ferry crossing San Francisco Bay every day after work, even though Julia got seasick every time she set foot on the boat.

After their marriage in 1935, she continued work at the bakery until their daughter, Mary Margaret, was born in 1937. When Mary entered school in 1943, Julia decided to go to work again. Without telling Roland, she headed for the SP employment office, holding out for a job at the Ferry Building so she could be near her husband even at work.

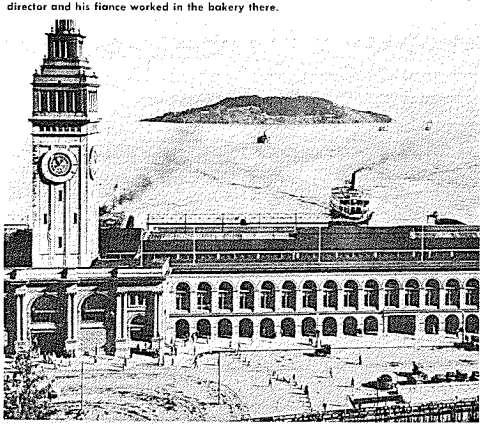
When Roland met her by accident coming out of the employment office, and discovered why she was there, he promptly turned thumbs down on her working. But her charming smile overcame his objections, and she offered to compromise by working "only six weeks." That temporary job has lasted 18 years so far.

From the beginning, their working schedules proved no problem to this easy-going couple. Although he was off on Saturday and Julia's day off was Sunday, they still managed to lead a full family life.

"Julia would take Mary to school in the morning, and I picked her up in the afternoon, so our working never interfered with raising our daughter," Roland reports. "On our day off, we each did what had to be done. Unfortunately, by the time we got two days off every week, our daughter was grown."

Besides their family—expanded last year to include a son-in-law—Roland says, "Julia's home is her life." With a contented smile, he adds, "She's a wonderful house-

THE FERRY BUILDING looked like this when Roland MacDonald was relief passenger director and his fiance worked in the bakery there.



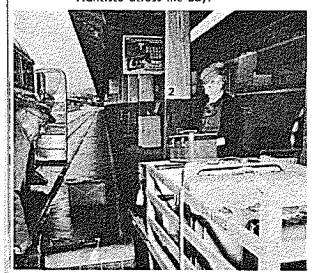
keeper and a great cook."

Mrs. Mac chimes in, "I love to clean my house and keep it spic and span. I've never left the beds unmade, the dishes dirty in the sink, or the house untidy. You might say my home is my hobby."

A short conversation with the couple—who together have amassed an SP service record of more than 54 years—reveals their pleasant, untroubled philosophy of life. "If a smile and a pleasant word can make a passenger feel better when he boards a train," Mrs. Mac smiles, "we've made another person a little happier, and a customer who'll come back again."

Her warm brown eyes and quick, wide smile convey a deep concern for the people she deals with, as Mr. Mac nods agreement with her words. He adds, "We've found that if you leave your troubles at home in the morning, they won't be there when you return in the evening."

Mrs. Mac checks baggage off the bus which brought passengers from The City of San Francisco across the Bay.





"It's right this way, sir." The most important part of Mr. Mac's job, he feels, is to keep passengers informed and happy.

Mr. Mac has been in the passenger business for more than 35 years. He started working for SP in 1926 as a mail and baggage handler in the Ferry Building. "I've had just about every kind of job there is around a railroad station," he says, recalling the many positions he held before he became passenger director at Third Street two years ago.

"But the best part of the job is actually dealing with people. It's fun, if you have the right attitude."

It's hard to find two people who agree as completely with each other's opinions as do these two. And it's rare indeed that two people so fully and equally enjoy their work, their home, and each other as do Mrs. Mac and Mr. Mac—in our book, *Mr. and Mrs. SP.*

Rails Pledge Help In National Defense

At the annual meeting of the Association of American Railroads in Chicago, the following statement was unanimously adopted:

America's railroads are vividly aware of the responsibilities which will fall upon them if the critical world situation should plunge our country into an all-out emergency.

The present emergency finds America's railroads facing a crisis produced by antiquated regulation, discriminatory taxation and governmental favoritism toward competing modes of transportation. Failure to correct the incredible public policy inequities which are weakening our railroads is a threat to the national security.

In spite of their weakened condition, the railroads in this time of grave concern, pledge that they will pool their knowledge, experience and resources to meet all foreseeable demands that may be placed upon them by the nation's military and defense establishments. Meanwhile, in view of the railroad's critical importance to national security, the industry calls upon the Congress at its next session to remove the unjustifiable burdens from the neck of this industry so that it can produce all the service which our country's welfare demands.

CTC SCHEDULED BETWEEN FRESNO AND BAKERSFIELD

Construction of centralized traffic control is underway on a 102-mile section of Southern Pacific line between Fresno and Bakersfield.

Train movements through the valley will be under electronic control when the installation is completed next summer, according to R. R. Robinson, San Joaquin Division superintendent. Under this system, wayside signals and track switches along the line are controlled by a train dispatcher at a single location where, by means of lights on a panel before him, showing location of all trains in the system, he is able to follow and regulate their movement.

CTC will increase the capacity of the line and enable trains to move through this area in shorter time. The system will include eleven 1.6-mile-long sidings so that meets between opposing trains can be arranged by the train dispatcher with a minimum of delay.

First segment of CTC will be placed in service in May, 1962, starting in the vicinity of Bakersfield and working northward. Target date for completion of the project is in August.

In addition to CTC, the railroad plans to double track two miles of the line north of Bakersfield.

Upon completion of the work, the line from Fresno to Mojave will be either under centralized traffic control or will be double tracked.

This is just another of Southern Pacific's projects designed to increase its efficiency.

Hey, Kids . . .



Don't Forget to Enter the Exciting Southern Pacific Safety Poster Contest

Has your child or grandchild submitted his entry to the safety poster contest yet? Deadline of the contest, M. A. Nugent, superintendent of safety, reminds us is February 28.

If your young hopeful is having trouble thinking up safety themes for his poster, below are some suggestions which may stimulate his thinking:

SAFETY ON VACATION

- Wait an hour after eating before you go swimming.
- Be careful of fish hooks.
- Don't eat strange plants or fruits you know nothing about. They may be poisonous.
- Put out that camp fire before leaving the site.

SAFETY AT HOME

- Never leave toys (especially those with wheels) where folks can step on them.
- Use sturdy step ladders to reach high places (like the cookie jar).
- Remember—bath tubs are slippery.
- Pots and pans on the stove should have handles turned toward the center of the stove so they won't be knocked off. Burns are painful.

SAFETY AT WORK

- Think—what can my father do to keep safe on the job?
- Work places should not be cluttered.
- Smoke only in areas where smoking is permitted.
- Horse play on the job can be dangerous.

The above are suggestions only. Each child should develop his own idea and present it to the best of his ability.

First prize of the safety poster contest, sponsored by the Safety Department, will have a value of $37.50; second prize, $18.75 and third, $10.00. In addition, those boys and girls receiving Honorable Mention will be presented with inscribed medals.

All children between the ages of 6 and 13 whose parents or grandparents are employed by SP or any of its affiliates are eligible to enter.

Entries should be sent in by the employes, with their names and job titles written on the back of the posters, along with the name, and age of the entrant, and his relationship to the employe.

The posters must be original and must be 8½ inches wide by 11 inches high, and may be made with poster paints, crayons, water colors, or pen and ink. Entries (and your children can send as many as they like) should be mailed to M. A. Nugent, Box 44, 65 Market Street, San Francisco 5.

Carrying Christmas Mail Is Big Job

An average of more than 30 pieces of Christmas mail for every man, woman and child in the nation was expected to be transported by U.S. railroads for the Post Office Department this year, the Association of American Railroads announced.

Weeks of preparations and numerous special crews and railroad equipment were programmed to move the bulk of the more than 6,250,000,000 gift packages and greeting cards which the postal service expected to deliver this holiday season.

To handle the record load of Christmas mail, the railroads expedited the equivalent of more than 62,000 standard-size mail cars each 60 feet long. The railroad equipment available to the Post Office Department was sufficient to provide, every day, hundreds of all-mail trains. The railroads also transported thousands of cars of express and freight loaded with holiday merchandise.

The holiday deluge represents only part of the railroads' phenomenal year-round mail performance, in which they carry the bulk of the nation's approximately 64 billion pieces. The AAR points out that the railroads receive an average of less than one-half cent for moving each first-class letter and now move more than double the volume of all non-local mail carried 30 years ago.

Moreover, the mail is moved more dependably in fewer cars on faster trains, thanks to the more than one billion dollars spent by the railroads to provide mail-carrying equipment and facilities.



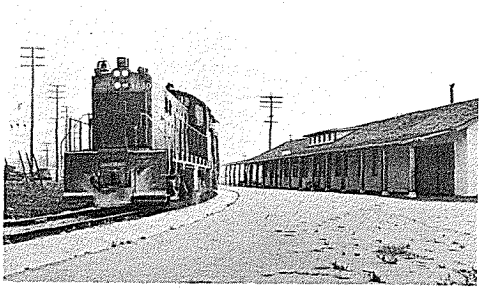
Monterey by the Bay

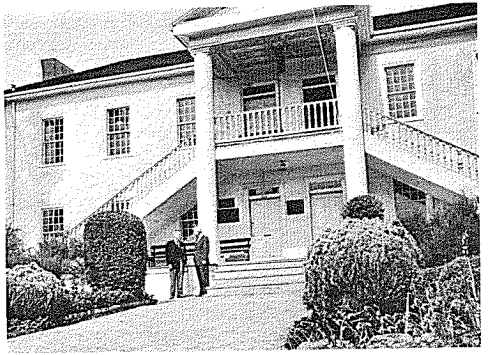
MONTEREY, California, is like this: White winged gulls flashing through the air like sparkling pieces of confetti; white-hulled fishing boats rocking in the harbor, dreaming of old times when there were hundreds of them, when they were the reason and the means by which a city existed; Cannery Row, once a noisy, bustling, whirring street of compressors and winches, canning as many as 4,000,000 cases of sardines in a single year, but now practically deserted. The sardines have gone from the area.

But Monterey doesn't spend all its time in wistful remembrance of times past. Monterey is also like this—so busy on famous Fisherman's Wharf at the end of Alvarado Street that, during the summer months, it's like a perpetual carnival. Monterey is so concerned about the future that bright young men with busy slide rules have concocted more than one plan for ripping out this or that part of town and replacing it with something new and shiny.

And even though most of the big purse seiners have gone to Alaska or other far ports as yet undeserted by the elusive sardine, there is still activity in the harbor, which has been called as beautiful as Naples. There is a new Marina, with berths for scores of pleasure craft; there are skin divers, surfers and swimmers tumbling through the foamy water from Monterey to 17-Mile Drive and beyond. There are fishing parties leaving daily from the wharf, headed for salmon trolling and deep sea fishing. Playful sea lions often come up to the

SP STATION AT MONTEREY IS STONE'S THROW FROM PACIFIC OCEAN.





Mayor M. L. (Sparks) Pollard, right, of Monterey discusses a civic matter with Lloyd V. Owens, traveling freight and passenger agent. The building is Colton Hall, where in 1849 a convention was held to produce the first Constitution of the State of California.

water by the wharf and beg food from tourists.

Monterey is not a loud town. There are no clanging streetcars, no honking traffic jams, no blaring night clubs. But sound is an important part of the city. During the day you hear the deep-throated rumble of SP diesels moving along the edge of the sea, carrying materials in and out of the area; you hear the staccato, muffled sounds of guns firing on the rifle ranges at Fort Ord; you hear the squeaking of boats tied at anchor, or rubbing against the wharf; you hear the moaning and squealing of the pines on the hills; and continually, almost like background music, you hear the surf

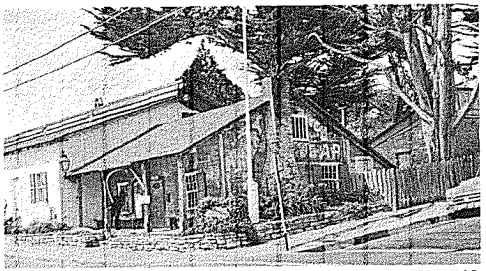
against the rocks, crashing on the sharp headlands, whispering on the white sand beaches.

Southern Pacific is an integral part of the community, hauling sand, machinery, gravel, household goods, and other materials inbound and outbound.

Monterey is a relaxed town. Nobody hurries very much. No one cares if you are dressed in an old army jacket or a Brooks Brothers suit, or if you ride a limousine or a bicycle, or if you're afoot. For all that, Monterey is not a sleepy town. It is famous for its artists and writers. Monterey is the home town of John Steinbeck, whose best books are about Monterey and its inhabitants. Monterey has jazz festivals, road races, and

SEA-FRESH FISH IS ALWAYS AVAILABLE IN MARKETS ON THE WHARF.





CALIFORNIA'S FIRST THEATRE WAS BUILT IN 1846.

a busy airport. It has festivals, fairs and ambitious plans for freeways.

Monterey is a historic town. It was the first capital of California. The state's first brick house and first theater were built there. Monterey boasts well-preserved old buildings, such as the Custom House, Casa Gutierrez, the Pacific House, and Colton Hall. The visitor goes back a hundred years in his wanderings around town. And when he leaves, he is filled not only with fascinating facts, but with feelings. The town has gotten under his skin. He may not remember the exact date of Commodore Sloat's abortive attempt to capture the city, but he will never forget the fog settling in the cypress branches, the smell of damp fish nets drying in the sun, the sight of an enraptured little boy gazing at fish caught in tide pools.

After awhile, the visitor will have found that the memories of Monterey have become stronger somehow, more compelling than he would have thought possible, and then of course — he must return.

New AAR Film Shows Progress

THE Association of American Railroads has released a new motion picture, "Science Rides the High Iron," depicting dramatically the technological and scientific development of the nation's railroads.

The 16 mm. color film, narrated by news commentator Chet Huntley, shows how new ideas and designs for modernizing and improving railroad operations and services have resulted from teamwork between railroads and scientists and engineers.

The 25-minute film takes the viewer inside the modern laboratories studying problems ranging from atomic locomotion to stress research. Other laboratory scenes show development of better ways to stow newsprint safely in transit, radio-isotope studies of lubricating oils, and groups of students viewing tests of stresses on diesel locomotive wheels.

In yard and shop, the film illustrates such advances as ultrasonic waves to inspect axles, saw-tooth detectors to check the wheel flange, and a wheel-truing machine grinding away worn places in the tread and flange.

"Science Rides the High Iron" also depicts the laying of continuous welded rail, trackside cells flashing reports by radio about over-heated journal boxes, and the workings of the centralized traffic control system.

Electronic freight classification facilities are shown in the film, along with modern communications and data processing equipment and such advances as piggybacking, containerization, dieselization and the wide range of modern equipment.

The film also spotlights the many steps forward in passenger travel by rail, including dome cars with air conditioning, background music and glare-proof glass.

El Paso International Golf Meet Was a Big Success

GOLF balls filled the air on a recent weekend in El Paso, Texas, and Juarez, Mexico. More than a hundred golfers from various SP points gathered to participate in the international invitational golf tournament, sponsored by the SP Club of El Paso.

Henry Boyd of El Paso took individual honors with a score of 75-72-147; Tony Rivera, also of El Paso, placed second with 72-80-152; and Lou Lukacs, Los Angeles, came in third with 78-76-154.. Los Angeles golfers finished with 59 points; El Paso 44½, Tucson 22½.

The weekend of sport and frolic began on a Friday, when Sunland Park Race Track featured a race dedicated to SP golfers. Ray Darling, president of the SP Golf Club of El Paso, presented the winning horse trainer with a silver tray. The winning golfers were presented with trophies at a festive banquet held Sunday night at the El Paso Country Club.



E. C. SALGE, assistant chief clerk in the Communications Department, Houston, had a pleasant surprise recently when faculty members of Alexander Hamilton Junior High School presented him a Merit award for outstanding work done by members of Southern Pacific American Legion Post 416 in presenting Legion-sponsored awards to the school.

Salge and SP post representatives were at the school to present students with awards for citizenship, scholarship and leadership for the 31st consecutive year when J. D. Oakes, principal, took time during the closing ceremonies to make the special presentation. Salge received the award as chairman of the school awards committee for the post, a position he has held for the past several years. He also served as post finance officer and is a former post commander.

Attending the ceremonies in addition to Salge were Joseph L. Bart, Jr., public relations manager, who was principal speaker; Ray Cleboski and Harry Powell, who served as color bearers; M. C. Jones, who gave the invocation; Ed Denkler, who introduced the Legion members; Frank Reeves, who gave a history of the awards; and William McIntyre, who presented the awards.



E. C. SALGE

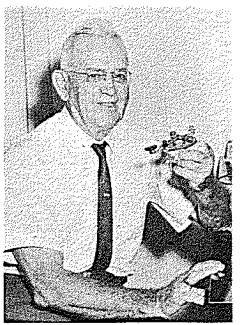
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HOUSTON'S TRANSPORTATION WEEK promotion for 1961, of which Southern Pacific Transport Company District Sales Manager F. E. Johnson was co-chairman, finished a close second to Dallas in a national contest sponsored by the Associated Traffic Clubs of America. Johnson had an important part in the promotion that won first place in the 1959 and 1960 competition with cities of more than 500,000 population.



* * *

A PRIZED POSSESSION of J. M. Hicks, agent at Beeville, is an old Morse telegraph key said to have been installed at the Goliad station when our railroad was built into that area in 1889. The key has particular significance for Hicks because he used it to send his first telegraph message when he was six years old. Hicks, a 46-year veteran, learned the Morse code from his father and while not an expert telegrapher at the time sent a brief message to Ed Daniels, then chief dispatcher at Victoria. "I told Grandpa Daniels about the presents I received for Christmas," Hicks explained. J.M.'s father, Napoleon Hicks, was agent at Goliad from 1903 until his retirement in 1935.



J. M. HICKS

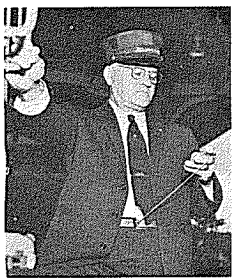
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R. L. HARPER, local freight agent at Mexis, Texas, came in for some well-deserved recognition when Irvin P. Gran, manager-transportation services for the Green Giant Company of LaSueur, Minnesota, took occasion to write General Manager G. W. Kelly at Houston to

thank our railroad for services performed.

In a letter to Kelly, Gran said Harper had performed a service that had been appreciated when he gave special attention to handling of a request for arrival, placement and forwarding information on a shipment of canned goods loaded in a compartmentizer car assigned to the company's service.

* * *



CONDUCTOR RYAN

HE LOOKS THE PART. When the editor of the Houston Press weekly magazine needed a train conductor to illustrate a travel article, he selected Sunset Conductor W. R. Ryan, largely because Ryan *looks* like a conductor, the editor said.

Our people think the newspaper could not have made a better selection. For 48 years Ryan has been with SP, and for the past 30 he has been a conductor. He holds a passenger run between Houston and Lafayette, and is a favorite with regular Sunset passengers.

FROM 8 TO 5 ON WEEKDAYS

W. E. Perriraz has a busy schedule as city freight agent at Houston, but he has found time after work hours not only to perform an important community service, but to do an outstanding job. For the past two years he has coached the Jones American Legion baseball entry sponsored by Southern Pacific Post 416 during which his team reached the city finals last year, and won the bi-district title this year. The SP team won 18 and lost three games in 1960, and this year compiled a more impressive record of 20 victories in 24 games.

Perriraz credits the showings made by his teams to members of his pitching staff, and has in one of his top hurlers, an outstanding prospect for the major leagues. Tommy Fullen, who won 15 of his 18 games during the regular season this year, and another four games in the play-off series, has attracted the attention of major league representatives.

Pensioner R. L. Burns Passes Away in Texas

R. L. Burns, retired mechanical engineer in the Valuation Department, Houston, died in that city recently.

He started his career as a machinist at Houston General Shops in 1917 and transferred to the Valuation Department in 1919. He represented the Mechanical Department when the Interstate Commerce Commission made an inventory of railroad properties following World War I.

He had been active in local Boy Scout work for many years and formerly served as chief adviser for the Junior Achievement group sponsored by the SP Club. He served as district chairman and member of the executive board of the Houston area Boy Scout council from 1934 to 1945, and in 1944 received the Silver Beaver award for his service.



M. C. JONES

Jones Elected to Rail Vet Post

Milton C. Jones, chief clerk to general manager, Houston, has been elected deputy director general of Military Railway Service Veterans at the 16th annual reunion held in Chicago.

Jones served approximately 4 years in various railway service units in North Africa, Italy, England, France and Belgium during World War II. He has been active in the Southern Pacific American Legion Post 416 for many years.

Ramsey Appointed to Railroad Commission

Ben Ramsey of San Augustine, and former Lieutenant Governor of Texas, has been appointed railroad commissioner of that state, filling a vacancy created by the death of Olin Culberson.

Ramsey's appointment by Governor Price Daniel to one of Texas' most powerful regulatory bodies is significant, showing the confidence the governor and the people of Texas have in him.

For the past 11 years Ramsey has presided over the Texas Senate in his capacity of Lieutenant Governor. He was elected to the office more times than any predecessor. Prior to becoming lieutenant governor he served both in the Texas Senate and in the House of Representatives.

F. V. PAVLICEK has retired as clerk at Victoria after more than 42 years' service. He started his railroad career with the old San Antonio & Aransas Pass Railway, and has held various positions in the operating and stores departments.





C. N. Kerr, right, newly appointed forest products agent, Houston, is shown with M. A. Lane, who has been named superintendent of wood preserving works there.

C. N. Kerr Appointed Forest Products Agent

C. N. Kerr, former superintendent of the Wood Preserving Works at Houston, has been appointed forest products agent, Purchases and Stores, Houston. Named to succeed Kerr was M. A. Lane.

Kerr started with Southern Pacific as tie and lumber inspector, following graduation from Stephen F. Austin School of Forestry in 1948, and later held the position of forest products chief inspector. He had been superintendent of the Wood Preserving Works since 1953.

Lane, a former tie inspector for Santa Fe, has a Bachelor of Science degree from Oklahoma State University, and was a captain in the U.S. Army during the Korean War.

Irish Lad Becomes SP's Newest Citizen

In the federal court in Houston one day recently, Eamonn Grant, steno-clerk in the General Claims Dept., realized a long-held hope.

In the chambers of U. S. District Judge Joe Ingraham, he raised his right hand to swear allegiance to the United States during ceremonies which made him a naturalized citizen of his adopted country, and SP's newest citizen.

Grant, 25, landed in Houston from his native Belfast, Ireland, on September 1, 1955. He brought his mother, brother and three sisters with him, found a place to live, and started looking for a job.

He worked for a bank for several months until one of his new friends, T. N. Arthur, assistant to general claim agent, and an across-the-street neighbor, learned there was a job open in our general claim department.

Grant got the job, and since then has been a dedicated railroader. He also has a part-time job with Station KRBE-FM in Houston.

Things are going well with the Grant family now. Eamonn's brother, Raymond, 20, has completed high school and is working as a lab technician at a Houston hospital while attending St. Thomas University. Carmel, 18, and Geraldine, 15, are students at St. Agnes Academy, while the youngest sister, Nuals, 12, attends St. Ann's School.

The Grants look ahead with courage and enthusiasm. "It's great," Eamonn says, "to be an American."



FALL MEETING of District Four of the National Association of Railway Business Women held in Galveston, Texas, brought a large turn out. Shown at a morning break were (l-r) Bess Bowling, national president, C&O Railroad, Columbus, Ohio; Clare Anderson, Houston Freight Office, SP, Houston chapter president; Minnie Lee Shields, SP Traffic Department, Houston, and Ann Kelly, SP Accounting Department, Houston. One of the main projects of the NARBW this year is an effort to have bumper stickers reading "PRESERVE OUR HIGHWAYS — SHIP FREIGHT BY RAILWAYS" placed on every railroad employe's automobile.

CHAMPIONS. Members of the Jones American Legion baseball team, sponsored by Southern Pacific Legion Post 416, have won the Houston city title for the past two years, and this year reached the regional playoffs. Shown (back row, l-r) are Tim Radcliffe, assistant coach; Bill Wolverton, Harold Richardson, Tommy Fullen, Steve Radcliffe, Robert Boles, Walt Grass and W. E. Perriraz, coach. (front row) Charles Mitchell, business manager; Dale Mounger, Virgil Chatham, Cecil Holt, Henry Birdwell, Doug Busch and Rick Valentine.





W. P. PICHOT, machinist at Houston, has retired after 40 years with the company.



ERNEST GUERRA has retired as a blacksmith helper at San Antonio after nearly 39 years of service.



CHARLES J. THERIOT, extra gang foreman at Lafayette, has retired from service after more than 42 years with the company.



G. W. SEAMANDS has retired as a Sunset brakeman at San Antonio after 45 years' of service with Southern Pacific.

SPT Drivers Win Safety Certificate

National honors for outstanding driver safety performance have been won by the Southern Pacific Transport Company in the 30th annual national fleet safety contest conducted by the National Safety Council.

The SPT pickup and delivery fleet, consisting of 134 vehicles and 210 drivers, was awarded a certificate of achievement in the common carrier truck division of the contest at ceremonies highlighting the 49th National Safety Congress annual convention in Chicago.

The award was based on SPT's substantial reduction in vehicle accidents during the past two contest periods. All accidents were counted in the contest except those occurring when a company vehicle was properly parked. Winners were determined after inspection of their records by an auditor representing the National Fleet Safety contest committee.

RETIRING after nearly 40 years with SP was E. Schuster, machinist at Houston.





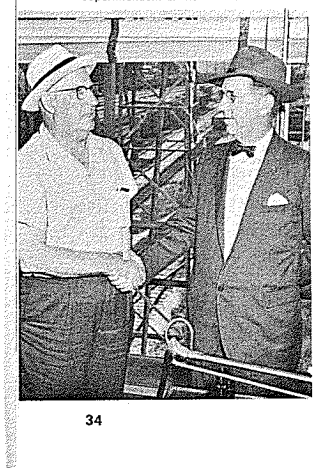
D. C. SESSUMS, locomotive engineer, Houston, has retired after 43 years' service.



George W. Brown, supervisor of auto & work equipment, Houston, 43 years; **Joseph D. Fannett**, roadmaster, Houston, 36 years; **J. C. Schneider**, B&B supervisor, Houston, 45 years; **Barney B. Brown**, conductor, Jacksonville, 51 years; **Walter Caffery**, porter, Lafayette, 44 years; **E. P. Carmouche**, laborer, Lafayette, 14 years; **Henry F. Carroll**, painter, Houston, 30 years; **A. C. Curry**, laborer, Ennis, 32 years; **Oscar Lea Dean**, train porter, San Antonio, 37 years; **Odis Ogg Derrick**, car inspector, Houston, 37 years; **Wesley H. Goodwin**, yardman, Ennis, 41 years; **Leory Gould**, laborer, Austin, 35 years; **Guy M. Guilfoyle**, yardman, Houston, 35 years; **Batiste Leroy Hames**, machinist helper, Houston, 50 years; **Eugene Victor Haydel**, assistant yard-master, Lafayette, 47 years;

Edward P. Henry, agent-telegrapher, Blewett, 9 years; **Lloyd Jenkins**, machinist helper, Houston, 39 years; **Miss Clara H. Kelly**, chief telephone operator, Ennis, 36 years; **Willie Poledore**, extra gang laborer, Lake Charles, 43 years; **Frank Reeves**, stevedore, Dallas, 38 years; **John Ott Slaton**, brakeman, El Paso, 17 years; **James W. Spangler**, valuation data clerk, Houston, 41 years; **Jean Lafitte Spiller**, engineer, Lake Charles, 48 years; **Clarence Thomas**, extra gang laborer, Raceland, 20 years; **Nelson Trice**, train porter, New Orleans, 25 years; **Refugio Zuniga**, laborer, Marathon, 30 years.

E. V. HAYDEL, left, assistant general yardmaster at Avondale, has retired from the company after nearly 47 years of continuous service. Congratulating him is Terminal Superintendent L. McDonald.



DEATHS

R. L. Burns, mechanical engineer, Houston; **Marvin E. Barnett**, carman, Franklin; **Sidney T. Beauxis**, agent, New Iberia; **Louis Mouton**, engineer, Scott; **Waldo E. Turner**, special accountant, Houston; **Raoul F. Baudry**, carman, Gramercy, retired; **John Douglas Blocher**, general freight agent, Houston, retired; **Robert Bowser**, telegrapher-towerman, Houston; **Perfecto Cardenas**, section laborer, Harlington; **Louis Earnest Chapman**, agent-chief clerk, Lockhart; **Jesse Frank Dewees**, section foreman, Louise, retired; **Otto L. Doege**, carman carpenter, Houston, retired; **Allie Blend Gates**, brakeman, Houston, retired; **Jeff Green**, carman helper, Houston, retired; **John O. Hayes**, freight carman, Houston, retired; **James Manuell Haynes**, section foreman, Floresville, retired; **Frank Hebert**, B&B carpenter, Eunice, retired; **Malcom E. Holliday**, engineer, Houston, retired; **Walter Scott Jackson**, station agent, Orange, retired; **Wellington O. Jacobs**, brakeman, Lafayette, retired; **Lewis H. Jennings**, freight carman, Houston, retired; **Ernest Lenwood Kelly**, fireman, San Antonio, retired; **Matt Lamarque**, section foreman, Mexia, retired; **Freddie George Leehin**, towerman, San Antonio, retired; **Harrison Lovett**, laborer, Port Arthur, retired; **George Thomas McCluskey**, terminal agent, New Orleans, retired; **Cayetano R. Martinez**, section stockman, Houston, retired; **Leonard Richardson**, shop laborer, San Antonio, retired; **James A. Sledge**, power house oiler, Houston, retired; **Lee Percy Taylor**, train porter, Houston, retired; **George Wm. Throckmorton**, section foreman, Giddings, retired; **Clyde Taylor Wallace**, freight carman, Houston, retired.

Old Bus Runs Again —Thanks to PMT Men

Two Pacific Motor Trucking employes at Sacramento were honored recently for their part in reconditioning a bus used to give outings to orphans and crippled children.

The men, Merle D. Vaughn, supervisor of the shop at Sacramento, and Walter D. Dent, a mechanic, were presented with honorary lifetime memberships in the Junior Chamber of Commerce, which operates the bus. The award is the club's highest honor and has been awarded only six times in the 25-year history of the club.

The Jaycees also awarded an honorary life membership to PMT President B. R. Johnson at the same meeting.

The Jaycees had purchased the bus, a surplus military vehicle, about a year ago. It was in bad repair, and the club could not at first find anyone to work on the engine. Then someone in the Army Signal Depot remembered having consulted PMT in regard to the repair of similar equipment. The bus has the same type of engine as the one that powers PMT's highway post office vehicles.

Vaughn and Dent worked on their own time to perform a major overhaul on the engine. During the past year, they have continued to maintain the vehicle for the club.

The Jaycees have kept the bus busy in a variety of good causes—hauling Boy Scouts to Lake Tahoe, taking orphans to the state fair and transporting civic groups around the city.

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LELAND W. MYERS, Assistant Editor RAY KIRKLAND, Houston Representative

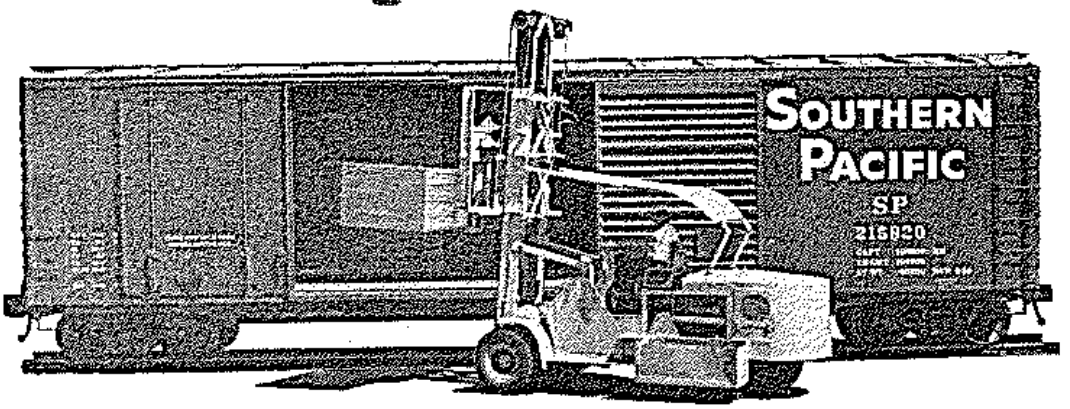
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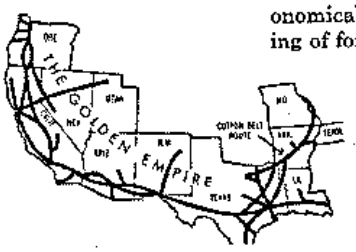
The West's largest "wide-door" fleet is still growing larger!



Southern Pacific now has more than 18,000 "wide-door" cars—the West's largest fleet of cars with door openings of *nine feet or wider.*

Since October of 1960, S.P. has added more than 1,450 "wide-door" cars to this growing fleet.

Of particular importance to lumber and plywood shippers, more than 13,550 of these "wide-door" cars—75 per cent of the total—are *general service* box cars available for handling shipments of lumber and plywood. All these cars provide the "elbow room" that's needed for fast, economical loading and unloading of forest products.



Southern Pacific

THE NATION'S LARGEST CARRIER OF LUMBER AND FOREST PRODUCTS